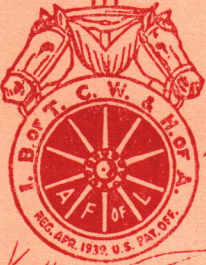


MARCH • 1948

The INTERNATIONAL TEAMSTER



Official Magazine

THE INTERNATIONAL BROTHERHOOD OF TEAMSTERS • CHAUFFEURS • WAREHOUSEMEN & HELPERS OF AMERICA

Look What Joe Has Done!

THE Supreme Court of the United States has gone Communistic. It has approved rent control. Unanimously. It's enough to make a patriotic landlord shudder to see Joe Stalin move in and annex our Supreme Court like that. But most landlords don't dare shudder because it would jingle all the money in their pockets. And for years they have been telling us their pockets were empty.

They have also been telling us that rent control was unconstitutional and Communistic. It prevented them from confiscating a tenant's pants after they had extracted the last nickel.

This, they maintain, was the principle which inspired the victories of the ragged Colonial troops in the Revolution. And they draw inspiration from George Washington's historic feat in heaving a dollar across the Rappahannock river.

They think he was paying his rent. Probably the real motive was that the landlords were closing in on him from one side while the British came from the other. So he let the landlords scramble for the dollar while he took care of the British. He threw lead at one and silver at the other.

Now the Supreme Court comes along and throws that dollar back to the tenants.

Many landlords have been threatening that if rent control was not abolished, they would board up their property and leave it vacant.

We think it is nothing but coercion—an empty threat.

Most rental property is bringing in such heavy profit that a landlord would be silly to close it. In addition to paying rents that are excessive—even under rent control—the tenant must pay for the upkeep of the property.

The landlord is relieved of the expense of keeping his property in repair. If a faucet leaks, the tenant fixes it or pays the water company for the water wasted. If the furnace goes bad, the tenant fixes it or shivers.

A scarcity of rental property makes these conditions possible. Tenants put up with them because they have to. As a consequence, landlords are making more profit than they ever made before. Yet they are not satisfied.

They are enraged because they cannot make still more.

But they will continue to rent their property under the favorable conditions existing today. If enough of them should go on strike and keep their property vacant, they will give public housing the greatest stimulus it has ever received. The government might seize the vacant property and rent it.

Would that be Communistic?

If it is, the landlords could thank themselves for causing it.

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CHAUFFEURS . . . WAREHOUSEMEN AND HELPERS

Vol. XLV

MARCH, 1948

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Boston Strikers Win Hard Fight

Brilliant Strategy Beats Hostile Laws and Officials

By LESTER M. HUNT

THROUGH the brilliant strategy of its leaders and the splendid discipline of its members, Local No. 25 of Boston last month concluded victoriously a 35-day strike that set a new pattern for the country.

The members won a wage raise of 23 cents an hour plus other considerations in working conditions.

The wage scale committee of Local No. 25, the union officers and International Organizer Nicholas P. Morrissey agreed that it was the best contract ever negotiated for the union members.

The victory was won in the face of apparently insurmountable odds. The employers had mobilized to break the union. They had the support of Governor Bradford and Attorney General Barnes of Massachusetts. All the agencies of the state government were mobilized to help the employers and hinder the strikers.

In addition to that, the union faced the Taft-Hartley Act on the federal statute books and the Slichter law on the state statute books. The Slichter law is far more severe than the Taft-Hartley Act.

Under the guise of protecting the public health and safety, it actually paves the way for state ownership of private industry and state control of workers.

It is probably the most drastic and far-reaching law ever enacted by any state to control industrial relations.

It was drafted and enacted by reactionaries, but no Socialist could have done a better job toward putting labor and industry under control of the state.

The Slichter law empowers the governor to declare an emergency and seize any industry threatened by a strike which would affect the public health or safety.

Under the broad interpretation of the Slichter law, no industry would be immune from seizure in the event of a strike. Unemployment resulting from a strike, or the hampering of any industrial operation, could be considered a threat to the public health or safety.

Actually, the strike does not need to occur. The governor has only to think that it might occur. Or to say he thinks it might occur.

How eager the governor was to test his new toy was shown in a dispute affecting a gas plant during the Teamster strike.

The gas plant union announced that it did not intend to strike when its contract expired, even though the company had refused to grant the union demands.

Nevertheless, the governor seized the industry anyway and justified his action by saying that there might be a wildcat strike.

If there had been any possibility of a wildcat strike, the provocative action of the governor would have touched it off. But there was no such threat, as developments proved.

However, the state took over the gas plant and appointed a general to run it, putting the workers under virtual martial law.

The gas plant workers had demanded a wage increase of 15 cents an hour. The company had offered 13 cents and refused to go higher. The governor acted

after the union had refused the company offer.

The state held the plant for two weeks, surrendering it when the workers agreed to accept the company offer of 13 cents. They were beaten into submission by the Slichter law in the hands of an unfriendly governor.

That was the kind of a situation Local No. 25 faced when it went on strike New Year's Day. Even before the strike occurred, the governor drafted a proclamation declaring an emergency.

He ruled that any interruption in food, fuel or medical supplies would constitute cause for seizure of the truck companies.

Prior to the strike, Mr. Morrissey met with President James V. Hurst and the strike committee of Local No. 25 to

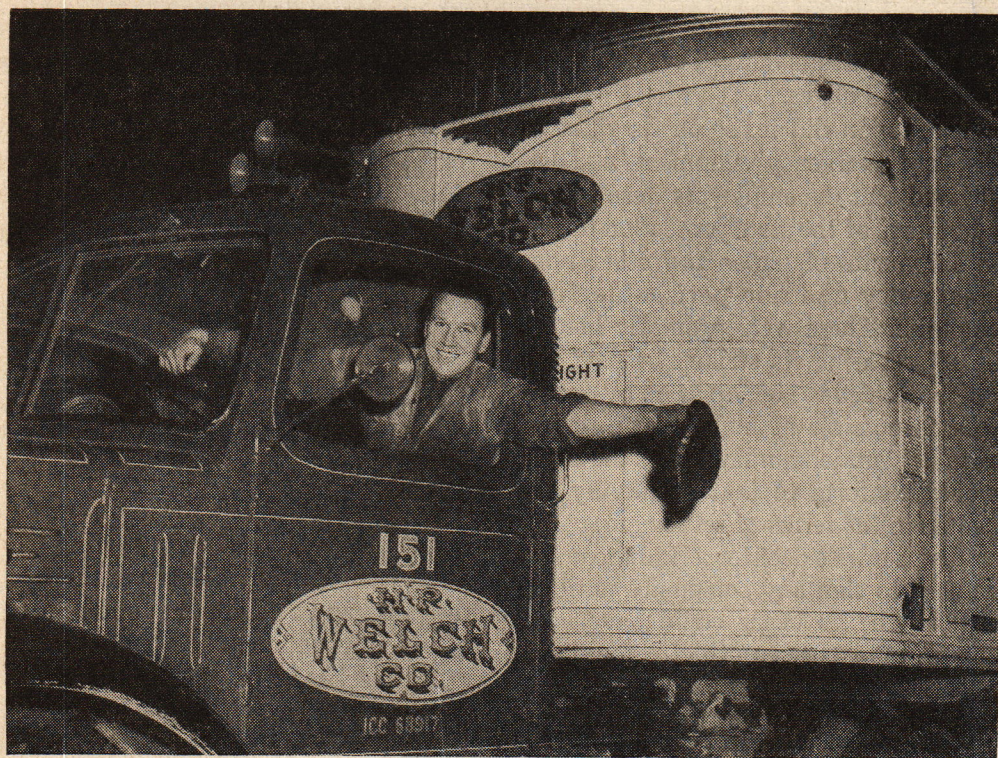
lay plans for the movement of these essential supplies.

It had always been the plan of the union to see that the necessities of life were moved.

The state decided that this was not enough. Any shipment of any kind of edible merchandise was declared to be an emergency. The state even insisted that pickles be moved as a "necessity."

Beans might be a necessity in Boston, but not pickles. And under the rigid state application of the Slichter law, the union had to move cherries for Manhattan cocktails and olives for Martinis. They were "necessities of life" under the law Prof. Slichter of Harvard conceived in the cloistered halls of classical learning.

Probably the state officials thought



ROLLING AGAIN—This typifies the spirit of Boston the night the truck strike was settled last month with an affirmative vote of the membership on the recommendations of the strike committee. Within an hour after the vote, the drivers were on their way back to their barns to move the mountain of merchandise piled up during the strike.

that such ridiculous requirements would infuriate the strikers and cause them to disregard the instructions of their leaders.

They were wrong. Mr. Morrissey, acting for the International Union, explained that even though the state regulations were absurd and unfair, they must be obeyed.

He said that victory in the strike depended on the discipline of the membership. He emphasized that there must be no violence.

The state police were on the alert for any incident that would justify the governor in taking over the truck companies and ordering the strikers back to work at the old scale of pay and under the old conditions.

The strike committee made elaborate plans, described in the February issue, to see that there was no violence and that all foodstuffs moved, even cherries, pickles and olives.

The union did insist on its right to inspect "emergency" shipments and discovered that the employers were taking advantage of the state protection to slip in shipments of paper and other non-emergency and non-perishable merchandise. These were promptly halted.

In preparing its strike strategy, the union decided to sign up as many operators as possible at higher wage scales, with the understanding that the scale would conform to that eventually accepted in the terms of settlement.

It was a wise decision. Had the union refused to sign any companies until all agreed, the governor could have used this as an excuse to criticize the union and seize the industry.

The policy of signing individual companies also harassed the others and finally forced them to negotiate.

When Local No. 25 had signed up 223 companies, it put large display adver-

tisements in the eight Boston daily newspapers, pointing out that a majority of the companies had accepted union contracts and listing the 223 companies that had signed.

"If you need a truck, call one of these companies. They are doing business as usual," the advertisement read.

The effect on the public was tremendous and the next day the rest of the employers sat down to settle the strike. Within 72 hours it was all over.

The *Boston Globe* and the *Christian Science Monitor* were outstanding in their fairness to the Teamsters and presented fully to their readers the position of the union and the issues that caused the strike. The men covering the strike for these two papers were Charles Whipple for the *Globe* and Fred Carr for the *Monitor*.

The governor was amazed at the remarkable manner in which the strike was conducted. So were the employers. So was the public. In the past, Boston Teamsters have not been noted for hauling pickles during strikes.

Strikes there have not been tea parties, unless you refer to the original Boston tea party which charted a new course of history.

The Boston strike charted a new course of history in labor disputes; one that must be studied by other unions facing similar problems.

At the start of the strike the morale of the men was lifted by a stirring telegram from President Tobin authorizing the strike and pledging the full resources of the International.

It was based on the refusal of the employers to bargain in good faith.

Mr. Tobin's telegram was responsible for stimulating the high degree of cooperation between Mr. Morrissey and the local officers during the difficulty.

International Organizer Raymond T. McCall was sent in to assist Mr. Morrissey and to handle strike benefit payments. He participated in negotiations and gave valuable aid to the local union.

Full publicity, statistical and legal facilities of the International were placed at the disposal of the local union in carrying out the strategy that won the strike.

As the strike progressed, the union was kept busy countering legal steps taken by the employers under the Taft-Hartley Act to harass the strikers.

Attorney Francis G. Doherty was on duty night and day to ward off these attacks. The employers sought to restrain strikers from peacefully picketing the outside terminals of struck firms and advising other union men that a labor dispute existed between the pickets and their employers.

They resorted to every legal method possible to interfere with lawful procedure of the union.

Bernard L. Alpert, regional director of the National Labor Relations Board, refused to permit the employers to enlist his office as a strike-breaking agency. He refused the demands for indictments and restraining orders on the flimsy pretexts advanced by the employers.

"Mr. Alpert showed a high conception of fairness and respected his obligations as a public official," Mr. Morrissey said. "If the state officials had been equally impervious to pressure, I am confident that there would have been no truck strike in Boston.

"The employers deliberately provoked the strike, believing that the Slichter law and the Massachusetts state officials would win it for them.

"Had it not been for this determination to wreck the union, and the encouragement they received from the Slichter

law, they would have met with the union and negotiated a new contract.

"The Boston strike is a glaring example of how laws presumed to enforce labor peace actually have the opposite effect."

Mr. Morrissey emphasized that his condemnation of the state officials did not include Gen. Charles H. Cole of the state board of conciliation and arbitration.

Gen. Cole and the state board treated the union with the utmost fairness, and had his efforts not been interfered with by political maneuvering, the dispute could have been speedily settled, Mr. Morrissey said.

Commissioner of Public Safety John F. Stokes, in charge of the state police, discharged his duties with impartiality. His men did not harass the strikers or interfere with their legitimate picketing activities.

He knew that the union was doing everything possible to prevent violence, and to assist it, he installed a police teletype with a state trooper in the union office so that any complaints could be promptly handled by the union.

In cases of trucks halted illegally, the union was enabled to send men out immediately to release the trucks, thus speeding the movement of essentials and saving the state police from many unnecessary trips.

It was Commissioner Stokes' report to the governor on the absence of violence that removed the last vestige of an excuse for seizing the truck companies.

Despite financial assistance from the International, Local No. 25 was forced to make heavy expenditures that greatly depleted its treasury.

On February 11, Joint Council of Teamsters No. 10 of Boston took steps to replenish the treasury. It loaned

\$100,000 to Local No. 25, following a detailed report of the strike by Mr. Morrissey, Mr. Hurst and other members of the strike committee.

Thus Local No. 25, regardless of a hard and expensive fight, stands financially strong and able to protect its

members under the provisions of the new contract.

If the Boston employers think that Local No. 25 has been crippled by the strike, they are mistaken. The union is stronger than ever. It intends to remain so.

Meet the Boston Field Marshals

Personnel of Committee Directing Strike Strategy

FOLLOWING are the members of the strike committee of Local No. 25, responsible for the victory in the 35-day Boston strike.

Working closely with International Organizer Nicholas P. Morrissey, they carried out a strategy that proved brilliantly successful in the face of the organized opposition of employers and state officials seeking to break the union through drastic state and federal legislation. They are:

James V. Hurst, President.

John Quinn, Vice-President.

Michael J. O'Donnell, Secretary-Treasurer.

Thomas F. Tighe, Recording Secretary.
Nathan P. Higgins, Chairman of Board of Trustees.

Thomas Carroll, Member of Board of Trustees.

Charles LaPlaca, Member-elect, Board of Trustees.

John J. Buckley, Business Representative.

Michael J. Norton, Business Representative.

Maurice J. D'Ambrosio, Business Representative.

William J. McCarthy, Business Representative-elect.

Edward F. Jenkins, Former Business Representative.

Rank and file members representing various phases of the industry:

Jerry O'Hara, Wool Drivers.

Patrick F. Coughlin, Night Terminal Workers.

Daniel Halloran, Over-the-Road Drivers.

John Fouhey, Over-the-Road Drivers.

Joseph Conley, Fish Pier Drivers.

William Moran, Platform Workers.

James F. Collins, Chain Stores.

Seattle Imposter Mulcts Local Unions

Several local unions around the country have been victimized by a man using the name of H. D. Priestino, who claims to be a member of Local No. 44 in Seattle.

Secretary-Treasurer William M. Rea of that local reports that the man is not and never has been a member. He says that Priestino has a dues book cover and a copy of the Local No. 44 by-laws.

"He is contacting various unions and puts up the story that he is a member and wants to borrow a little money to get back to Seattle," Mr. Rea said.

"He has given some local unions checks that are no good and other locals have given him from \$5 to \$35."

Mr. Rea asks that all local unions be warned against giving any money to or cashing checks for the man.

Southern Conference in Texas

8th Annual Meeting Draws Delegates from 12 States

By L. B. STANFORD
Editor, Southern Teamster

ON MONDAY, March 1, the Southern Conference of Teamsters convened in the Rice Hotel in Houston, "Deep in the Heart of Texas," for its eighth annual session.

President Daniel J. Tobin was invited to be the principal speaker at the session but was unable to attend because of the press of his official duties.

The 1948 meeting of the conference was the largest gathering of Teamsters ever to assemble south of the Mason-Dixon Line, with delegates from local unions of the 12 southern states representing approximately 100,000 Teamsters.

In a pre-conference statement, International Organizer Frank Prohl, chairman of the Southern Conference, reiterated that outstanding gains have been made in the southland since the organization of the Conference in 1943.

"Continued cooperation of the delegates and rank and file members of our locals in the South will enable us to climb to greater heights in the world of organized labor," Mr. Prohl said.

Major General Philip B. Fleming, chairman of President Truman's Highway Safety Conference and federal works administrator, was slated to address the opening session of the Teamster conference, with highway safety as his topic of discussion.

In his acceptance letter to speak at the conference the general stated:

"I welcome the opportunity to discuss highway safety with the members of your organization and am happy to accept your invitation.

"It is heartening indeed to hear that since 1945 the accident ratio of your drivers has been reduced by better than 40 per cent.

"The truck drivers of the country have been consistently making a very definite contribution to highway safety and their courtesy to other drivers is winning for them a universal high regard with the driving public. For all these reasons I am glad of the opportunity to talk to your meeting."

Other speakers addressing the conference included public officials and civic and business leaders.

The four-day meeting opened with a general conference session on March 1. The next two days were devoted entirely to division meetings. These classifications include the building and construction division, taxicab and miscellaneous division, warehouse division, shipbuilding and waterfront division, the over-the-road and general hauling division. The policy committee met on the first night of the conference and at the closing of the sessions.

One of the highlights of the eighth annual conference was the session of the attorneys representing affiliates of the organization in each of the southern states. Dave Previant of the firm of Padway, Goldberg and Previant of Milwaukee, counsel for the Southern Conference of Teamsters, acted as chairman at the attorneys' meetings.

Since the last meeting of the conference in Savannah, the Taft-Hartley Act has been enacted by the Congress of the United States. Legal discussions sur-

rounding this legislation and anti-union state legislation are of vital interest to the Teamster locals.

The conference this year went all-out, following the advice of President Tobin, to make plans for political action. The record of legislative activities during the past several years indicates a general trend toward attempting to legislate labor unions out of business.

In order to protect the interests of the wage earners it becomes necessary to create an incentive to go to the polls and exercise that franchise which is the

basic constitutional right of every citizen. Therefore, one of the themes of this year's conference was "Protect your friends and defeat your enemies."

The Highway Safety Committee of the conference again presented a resolution calling for the lifting of highway and traffic safety out of politics. They also asked the various legislatures to create new state safety and motor vehicle inspection laws. Since the last conference only one state, North Carolina, has created a law for motor vehicle inspection.

Insurance Companies Are Fighting Labor

Labor has frequently called attention to the fact that spokesmen for insurance companies were joining in the vicious propaganda against the Crosser amendments. Now *Labor* has secured information which justifies the statement that the insurance companies are in the thick of the fight for anti-union legislation of all kinds.

For example, on the eve of the vote on the Taft-Hartley bill, the following telegram was sent out of New York to business leaders over the country by the Life Insurance Policy Holders' Association of 116 Nassau Street:

"Overriding labor bill veto now depends on five doubtful senators. Completion of necessary circularization program requires 40,000 additional subscriptions. Senate vote on veto may come by June 23. Consequently fast action is important.

"Will you air mail list of employers you believe interested, whom we can

solicit with simple statement that you have given us their names as desiring passage of the labor bill? If you are willing to interview any of them personally, please telegraph any pledges, so we can mail accordingly."

There are some very interesting passages in that telegram. What is meant by "40,000 additional subscriptions"? How much money did that involve? Why should this "association," clearly a propaganda agency for life insurance companies, mix in the Taft-Hartley bill fight? Who is putting up the money to sustain the "association," and how much?

Here is "meat" for a congressional committee. Some members of Congress have been boasting they will not yield to "pressure groups." Well, how about this "pressure group," which is clearly spending money which should be safeguarded for the benefit of policy holders?—*Labor*.

COMMIES PAY UNION DUES AND LAUGH AT TAFT

Senator Taft says that his new law is driving the Commies out of the United States and into Canada. The senator is wrong as usual. Why would the Commies flee because of the Taft-Hartley Act? They wouldn't. The law gives them more protection than they ever had before. They can't be expelled and taken off the job any more, unless they fail to pay their dues. They are paying their dues and laughing at the senator.

Minneapolis Milkmen Advertise

Local No. 471 Spending \$11,000 to Boost Dairy Deliveries

AN EXTENSIVE advertising campaign has been undertaken by Local No. 471 of Minneapolis to increase the consumption of home delivered milk and other dairy products.

Secretary-Treasurer Gene Larson of Local No. 471 reports that the dairy industry is bearing half the expense of the promotion program to be carried on through newspaper and billboard advertisements.

"As you know, every dairy local affiliated with our brotherhood is faced with the same threat—of milk being distributed cash and carry over the counter rather than the conventional method of house-to-house deliveries," Mr. Larson said.

"This means elimination of jobs for our members. It is in an attempt to save these jobs that we are putting the campaign on, which has been authorized by our general membership."

The campaign will cost \$22,000, of which \$11,000 is being spent by Local No. 471 and the rest by the industry, which realizes that more dairy products will be consumed if they are delivered than if people have to carry them from the grocery store.

Mr. Larson said the union and dairies would insert one newspaper advertisement each week in addition to using 38 billboards in Minneapolis to carry the message to the public.

Local No. 471 used newspaper advertising extensively in supporting the March of Dimes campaign to raise

funds to combat infantile paralysis.

Full page ads appeared in the Minneapolis daily newspapers with a large photograph of a smiling milkman, a rack of milk bottles in one hand and an envelope for March of Dimes contributions in the other.

The envelopes, with slots for dimes, were left by the milkmen at the homes of their customers. The customers then made their contributions and mailed them to the campaign headquarters.

Although this meant considerable extra work for the union and for the individual milkmen, it was enthusiastically undertaken as a public service and as an affectionate tribute to the memory of President Roosevelt.

The advertisements, in addition to a plea to the public to contribute, carried photographs showing research work being done at the University of Minnesota and nursing of paralysis victims.

The campaign created considerable good will for the milkmen and for the union, Mr. Larson reported, besides stimulating contributions to a worthy cause. It was sponsored by eight dairies cooperating with the union.

Local No. 471 is now capitalizing on this good will by launching its advertising campaign to benefit the dairy industry as well as the men who serve it.

Progressive action of this kind illustrates an important way in which a local union can protect the jobs of its members. The money spent by Local No. 471 should pay big dividends.

German people are said to be badly in need of food and clothing. All right, send 'em some. But we are forced to wonder how much food and clothing they would have sent us if they had won the war.—The Dolores (Colo.) Star.

Recalls 1946 Teamster Warning

Massachusetts Man Praises Magazine for Its Foresight

TWO 1946 copies of THE INTERNATIONAL TEAMSTER are being mailed to Democratic national headquarters by a Massachusetts man with the suggestion that the information they contain be extensively used in the national election campaign this year.

The copies are those of February and July, 1946, in both of which the actions of Congress were assailed.

The man who thinks so highly of articles printed so long ago is Thomas Eden of Quincy, Mass.

In a letter to President Tobin he said:

"You said something two years ago that should be said over and over again until November, this year of election.

"If any statement made by anyone can be matched with yours for truth and vision, I would like to read it.

"You captioned yours in the February, 1946, issue of THE INTERNATIONAL TEAMSTER, 'Congress Evades Its Responsibility.' This is the most complete recapitulation of the worst Congress we have seen in our day, and you of the labor movement should take credit for hitting each and every item squarely.

"In July of 1946, you offered another gem—'Senators Protect Themselves.'

"Every workingman and especially those carrying union cards should have these two writings pamphleted—I told you in 1946.'

"Any man seeking an excuse for his mistake in sending these men back to Congress could do himself a favor by reading and thinking of what they have done to him.

"It is my intention to mail these copies of THE INTERNATIONAL TEAM-

STER to the Democratic national headquarters.

"They will make good reading for those with short memories who are lost in the bewilderment of so many Republican promises. I have found many who can be convinced by some of the warnings given in many of your valuable issues."

We appreciate the kind words of Mr. Eden. It is encouraging to know that articles written two years ago are considered worthy of repetition today.

In 1946 we were deeply concerned about the Congress then in session and in the personnel of the one to be chosen that year—the one we now have.

In 1946 they were sharpening the axe that fell on our necks last year. The 1946 Congress showed clearly its intentions, just as the 1948 Congress is doing.

We said that if the men in the 1946 Congress were re-elected, they would be worse. They were. We say now that if the men now in Congress are chosen again next November, they will be still worse.

In 1946 we had few friends left in Congress. They put up a valiant fight for labor, but they were outvoted. We printed the names and the voting records of those men.

That was before Senator Taft enacted his law that prevents us from calling attention to the reeking record of candidates seeking re-election. All we can say now is that something stinks. We can't say what. It might embarrass a congressman or senator. They don't mind stinking, but they do mind being identified. Especially in an election year. So Taft made it illegal.

When the Case Bill, the forerunner of the Taft-Hartley Act, was passed in 1946, only 155 congressmen voted for labor.

Most of these same congressmen fought to keep the OPA, pass a full employment bill, increase minimum wages, pass adequate health legislation, provide for housing and maintain the excess profits tax on business, already wallowing in profits.

We urged the re-election of these men and we printed their names and records.

Then the National Association of Manufacturers went to work. They got out the red paint. They smeared as Communists the most loyal and uncompromising friends of labor.

Even some "leaders" of labor fell for the NAM campaign. They failed to support their proven friends. And when the "Communists" were defeated, they were replaced by men who voted for the Taft-Hartley Act.

For years this magazine has been exposing the trickery in the Communist charges hurled at every man who expresses a liberal idea or who utters a word of friendship for labor.

The purpose of the NAM is to prevent people from expressing liberal

thoughts for fear they will be branded and hounded as "Communists."

It worked in 1946 and it is being tried again in 1948.

The ranks of the 1946 liberals have been riddled. Very few of them are left. The rest will be eliminated next November unless labor mobilizes and throws its entire weight behind them.

So far in this campaign, the NAM has been lurking in the background. Although victorious in 1946, it lost public confidence when the falsity of its charges on the OPA were exposed.

But the men who poured the money into that campaign are still pouring it into this one. They have other stooges, however, singing hymns of hate against labor and chanting warnings of Communism every time a liberal candidate raises his head.

We have said these things before. We shall say them again. We hope they will be remembered on election day.

It is encouraging that somebody remembers our warning in the 1946 campaign.

If enough people remember, they may save the people of the United States from the Congress of the United States next November.

Cincinnati Teamsters Enlist in Cancer Drive

Joint Council No. 26 of Cincinnati has indorsed the cancer drive starting April 1, according to Secretary-Treasurer Henry E. Brown of Local No. 152, who is also chairman of the union drive for funds to combat the terrible disease.

Mr. Brown hopes that at least \$40,000 will be raised in the Cincinnati area, doubling the sum raised last year.

Working closely with him are Business Agents Earl Quigley and John

Meade of Local No. 100. The first donation to the drive was received from St. Patrick's Four Leaf Clover Club, a social organization to which many Teamsters belong. The club cancelled its annual March 17 banquet and turned over the cost to the cancer drive.

Mr. Brown announced that he will accept donations from any part of the country at the office of Local No. 152 at 217 W. 12th St., Cincinnati.

A fully democratic and a fully effective union is possible only when each member assumes responsibility.—Tacoma Labor Advocate.

Pittsburgh Union Starts Paper

Local No. 249 Declares War on Taft-Hartley Act

THE newest addition to Teamster publications is *The 249 Teamster*, published by the local union of that number in Pittsburgh, Pa.

The first issue, a four-page tabloid on high finish paper, declares the intention of the publication to carry news of interest to the membership on local, national and international events.

It relates plans of the executive board to increase attendance at meetings and solicits contributions from the members.

The publication is well edited and contains a wide variety of interesting news articles.

One of the principal reasons for launching the paper at this time is the need to mobilize the union membership against restrictive legislation by explaining exactly how it affects the welfare of individual workers.

President Thomas Fagan of Local No. 249 discusses this in an article entitled, "Introducing The 249 Teamster."

He says:

"This, the introductory issue of *The 249 Teamster*, comes in a period when the full impact of the Taft-Hartley compulsory labor law is beginning to be felt.

"It comes at a time when the trade union movement as a whole is girding itself for a finish fight against the legislation and those political and industrial forces which brought about its enactment.

"It is the unified opinion of organized labor that the new law which will govern the welfare of 60 million working men and women will not promote industrial peace. Rather, that the consequences are likely to be heavy and costly in terms of reduced production.

"Labor feels that the chaotic conditions produced by the Taft-Hartley law will endanger the national welfare, and it will never become reconciled to the measure. Organized working men and women of our country will never agree to abridgement of their fundamental rights and freedoms.

"The International Brotherhood of Teamsters is spearheading the campaign for prompt repeal of the Taft-Hartley Act.

"We of the I. B. T. believe that the law will prove such a boomerang that its sponsors and supporters will be voted out of office by the American people this year.

"To carry on an effective campaign for return of a pro-labor Congress, which organized trade unionism has every confidence it can accomplish, presents, nevertheless, a gigantic task, in the face of such diverting issues as a dynamite laden foreign situation and dangerous domestic problems.

"It is primarily the purpose of this new publication to keep you abreast of the developments in this campaign and with other events vital to your welfare."

President Tobin read a copy of the new paper with interest and commended the local union for starting it.

"The editors must be very careful, however, not to expose Local No. 249 to action under the Taft-Hartley Act," he said. "It cannot actively campaign for the election or defeat of any candidates in an election where congressmen are running. To do so would violate the section of the Taft-Hartley law prohibiting the expenditure of union funds in such elections.

"No labor publications, unless entirely financed by the voluntary contributions of individuals, can take part in campaigns where candidates for federal office are chosen.

"*The 249 Teamster* can promote the registration of members so that they

will be eligible to vote. It can also discuss the issues in the campaign and indicate their importance to the members.

"*The 249 Teamster* has made an excellent start and I am glad to commend it."

Cleveland Company Praises Unions

Are Source of Skills Nation Needs, Says Contractor

Not many companies in these days go out of their way to praise organized labor. When one does, it is news. Making such news is the H. K. Ferguson Company of Cleveland, industrial engineers and builders.

In a greeting to its employees, Executive Vice President O. F. Sieder said:

"You are a union man and we are a union contractor. You are happy to hold a card. For our part, we are happy with our union relationships—which go back many years and extend to all parts of the country.

"In these days when it seems to be fashionable to attack unions for all kinds of things—for everything from Communism to inflation—we want to go on record with a few facts:

- "1. The unions are a source of the skills the country needs to continue the building of our national industrial plants.
- "2. They have helped to establish high standards of skill in the construction industry.
- "3. They have helped to promote America's high standard of living—one of the modern wonders of the world.
- "4. They are a partner with management in keeping America industrially strong and, therefore, safe and free in a troubled world.

"These things are important because they affect our industrial life as a nation. Our own best interests—as well as the needs of the whole world—require that we *produce more* and *work harder* than we did in 1947.

"For our part, we, as management, hope to improve our job supervision, to see that the complicated tasks of designing plants, buying material, and scheduling work is done better, cheaper, and more efficiently than before. In short, our goal is to make the Ferguson Company a better organization for its employees and its customers.

"We know you will do your part. We expect that you will provide a fair day's work and give us—in return for fair wages and working conditions—the full measure of the skill and labor for which you are justly proud.

"After all—we're all on the same team and have the same goal. That goal is to provide our customers with factories and plants and buildings of high quality at fair and reasonable costs. That is our job—yours and ours—and the better it is done, the greater the satisfaction in terms of full employment and steady income for all of us.

"And so, to you as an individual building trades mechanic and collectively as a union, we are glad you are working with us."

Highway Death Rate Reduced

Still Greater Reduction Urged by Truck Executive

PPOINTING out that postwar safety campaigns already have brought a marked reduction in the highway accident rate, Ed J. Buhner, president of the American Trucking Associations, Inc., called on truck drivers all over America to take the lead in promoting courteous driving and thereby bring about a further improvement in the nation's safety record.

Mr. Buhner delivered the keynote address in Hagerstown, Md., on the theme of highway safety before a convention sponsored by the Western Maryland Chapter of the Maryland Motor Truck Association.

"More than a year ago," Mr. Buhner told his audience of motor carrier executives, drivers and their wives, "you were addressed here in Hagerstown by Ted V. Rodgers, then president of ATA and now chairman of our board of directors. He told you then the heavy increase in motor vehicle traffic that followed lifting of wartime restrictions would result in a tragic increase in the total number of accidents and traffic fatalities unless positive action were taken to promote highway safety.

"I am happy to be able to report to you today that positive, concerted action was taken. Many organizations besides our own national association, your state association and the other state motor truck groups, pitched in and did a splendid job of promoting highway safety.

"What they have accomplished is highly encouraging. By the end of 1946, the rate of traffic fatalities had dropped to a record low of 9.9 per 100 million miles. Actual mileage during that year

exceeded the estimates that were made at the beginning of the year, but actual deaths were below the estimates. Six thousand five hundred fewer persons lost their lives than if prewar driving habits had persisted."

Mr. Buhner declared, however, that fatalities in 1946 totaled 33,700—more than the 1940 population of Hagerstown. Therefore, although the rate per 100 million miles has gone down, the total still is a tremendous toll in lives lost each year.

"The toll of lives lost is particularly tragic when we consider that most of them could have been saved—because most accidents are preventable," Mr. Buhner continued. "Less than 15 per cent of all highway accidents are caused by mechanical failures of one kind or another.

"That means that the human element is responsible for more than 85 per cent of all accidents. In nearly every case, the human failure could have been prevented by thoughtful, cautious, courteous driving.

"You men who drive as professionals know far better than I that a driver is not really competent to handle his vehicle if he is sleepy, ill, tired, or just plain careless. If a man is not fully alert, he doesn't react quickly enough—he doesn't anticipate the situations that lead to accidents.

"There are some who try to get by on luck. Men of this type believe accidents happen only to others—until they learn better from the best teacher in the world—the experience of having an accident themselves. But accidents are

not caused, nor are they prevented, just by luck. If that were true, we could save the expense of installing thousands of warning signs on our roads.

"Accidents are caused by thoughtlessness and a lack of courtesy. There-

fore, I believe firmly that the nation's truck drivers can accomplish a world of good in the safety field by taking the lead in promoting courteous driving—by practising the Golden Rule everywhere they go on America's highways."

Unknown Driver Wins Gratitude

Texas Motorist Writes Indiana Paper Praising Teamsters

AN UNKNOWN truck driver in Illinois won much favorable comment for his profession in Indiana last month when a Texas Negro motorist he had helped arrived in Indianapolis.

The motorist, Leroy Gibson of Hous-

ton, wrote a letter to the *Indianapolis News* which relates the experience he and his family had with an over-the-road driver in the middle of a bitter winter night. The *News* publicized the incident as follows:

To the Editor of the *News*:

Will you please print this letter.

Some folks just plain don't like truck drivers. Let me tell you what happened to me the other night. I was driving to Indianapolis from Olney, Ill., on Route 50. I was about three miles from the Indiana and Illinois bridge when my car went off the road.

It was about 2:00 o'clock in the morning and no one would stop for me. I had my wife and two babies with me, and the road was very slick and it was terribly cold. I had run my battery down so I started to walk to Vincennes.

I had walked about two miles and it was so cold I had to stop at a house. The people would not let me in. I asked them to let me use the phone to call a cab for my wife and babies. They said they would call for me. They did, and when the cab came I went to my car.

There was a tractor and trailer there. My wife and two babies were in the tractor and the driver was sitting there waiting for me. He asked me if I had a chain, which I did. He put the chain on his tractor and pulled me out of the ditch.

I tried to pay him, but he would not take any money. My wife and children were warm, and when we got the car started I asked him his name, but he merely said to forget it. I do know he was driving an Overland truck, No. 148.

This is the first time I was ever really glad to see a truck driver, but I will promise one thing here and now—never to pass a truck in trouble.

And I hope some of the people who passed me that morning because I am colored realize that a truck driver is your friend. I am going on to Texas, and, believe me, I shall always treat a truck driver with respect.

Thank you, Overland No. 148.

LEROY GIBSON, Houston, Tex.

Another Wisconsin Driver Cited

Green Bay Teamster Saves Two Men from Burning Car

ALDRICK J. LAMBERT of Local No. 75 of Green Bay, Wis., has been cited for rescuing two men from a wrecked and burning automobile last summer.

The citation was made by the Wisconsin Motor Carriers' Association and reported to International headquarters by Secretary-Treasurer Emmett E. Terry of Local No. 75.

As reported in the *Green Bay Press-Gazette*, Mr. Lambert was driving a tank truck for the Olson Transportation Company of Green Bay when he came upon a car that had overturned and burst into flame.

Mr. Lambert rushed to the scene and dragged the occupants, two internal revenue inspectors, from the wreckage and then extinguished the blaze.

Daniel J. Conerty of Chicago, district supervisor for the Bureau of Internal Revenue, wrote the Olson company highly praising Mr. Lambert.

"There is little doubt that had it not been for the timely arrival of Mr. Lambert and his prompt action in assisting these men from the burning car, the results of the accident would have been far more serious," the federal official wrote.

Mr. Lambert has driven three years for the Olson company. He has driven a truck for 17 years and has covered more than a million miles without a serious accident.

In a letter to President Tobin, Secretary-Treasurer Terry said that Local No. 75 was proud of the recognition given its member.

"It is another example of alertness and clear thinking on the part of the highway drivers of our International Union," he wrote.

"I felt that the deed was noteworthy enough to call it to your attention and if you could find space in the monthly magazine for the story, we would be grateful to you.

"Such deeds and actions of our people should, I believe, receive as much publicity as possible and no finer source exists than our own International publication."

We agree with Mr. Terry.

Last month THE INTERNATIONAL TEAMSTER related how another Wisconsin Teamster had won a citation from the Minnesota Motor Transport Association for extraordinary assistance given motorists stranded on a hazardous, ice-coated Minnesota highway.

This was Richard G. Johnson of Local No. 662 of Eau Claire.

The Wisconsin Teamsters are doing a fine job for themselves and for the International Union in their prompt assistance to motorists in distress.

This magazine welcomes this kind of news. Men like Mr. Lambert and Mr. Johnson are assets to our organization.

New Dues Books Are Now Available

The new five-year dues books are now available at International headquarters, Secretary-Treasurer John F. English announces. They were delayed by a shortage of materials.

The books are new in design and

sufficiently durable to last five years. Enough are now on hand to fill orders from local unions.

Local secretary-treasurers should send in their orders on remittance statements. The books cost 15 cents each.

Why Labor Backs Marshall Plan

Will Help European Democracies to Maintain Freedom

By GEORGE MEANY
In the American Federationist

THE seven million American workers represented by the American Federation of Labor believe in democracy and the free way of life. In the recent war they worked long hours, many of them fought overseas and all made sacrifices, together with all the other people of our nation, in order to defend the free way of life and to crush two specimens of totalitarianism—Japanese totalitarianism on the one side; Nazi totalitarianism on the other.

We of the American Federation of Labor recognized then, as we recognize now, that totalitarianism is just a new-fangled word for slavery. We knew that we either had to stop the Japanese and German slave masters or else become enslaved ourselves.

The issue was plain. We chose to fight and work in defense of our freedom. The price of our victory was great. But the price of defeat—the price of loss of liberty—would have been far greater. The Nazi and Japanese threats to our free way of life have been eliminated.

Unfortunately, there is one other aggressive slave system loose in the world. Though it differs in certain minor details from the Hitlerian form of totalitarianism, it is in all essential respects the same thing. I am referring to the Communist variety of totalitarianism.

In August of 1939, when Joseph Stalin and Adolf Hitler made their infamous pact, which signaled the beginning of the most horrible war in human history, some people were surprised.

The American Federation of Labor was not surprised. We always knew,

from the day they seized power, that both Hitler's Fascist regime and Stalin's Communist regime were almost as much alike as two peas in a pod. Both used ruthless oppression to suppress the slightest exercise of freedom of speech and the press. Both used terror, the secret police, concentration camps and deliberate starvation as weapons to make their own people abject slaves.

We knew that governments which did not hesitate to murder their own citizens would naturally have no qualms about murdering and enslaving other peoples—if they only got the chance.

The war—the fighting war—is now at an end. But the victory for the free way of life has not yet been secured. In order finally to win the peace, we must help our sister democracies in Europe to stay free.

France and Great Britain, Italy and Greece, Holland, Austria and other western European nations — 16 countries in all — are striving to keep their free and democratic way of life.

These 16 countries that are still free and want to stay free will become Russian territory unless they are given help—help to recover from the devastations of the recent war, help to restore their economies and to become self-supporting again. Apart from every other consideration, it is to the direct self-interest of our own nation to cooperate with these 16 countries to help them to get back on their feet.

A sound plan for carrying out this recovery program has been worked out. It is called the Marshall Plan. The

American Federation of Labor is wholeheartedly in favor of the plan, and we hope that the American people as a whole and our representatives in Congress, of both parties, will give it their support.

Why do we of organized labor take this position? Why are we giving most active support to the Marshall Plan?

We know that the program will cost us billions of dollars. We know that helping our sister democracies in Europe to get back on their feet will mean definite sacrifices for every worker here at home. We know that it means postponing the day when there will be sufficient goods to satisfy all the demands of our own people—that it means continued high taxes on our wages—that it means further pressure on the already high cost of living here in America.

Organized labor knows very well that taxes, high prices and scarcities hit the little fellow much more than the wealthy.

Why then does the American Federation of Labor support the Marshall Plan and urge its prompt adoption? Why do we believe that our country should give of its substance to help other democratic nations to survive? Why should we suggest that, after all we have been through in the past six years, we should now make further sacrifices?

The answer is simple. It was set forth in plain language by the representatives of over seven million American wage earners at the recent convention of the American Federation of Labor in San Francisco. At that convention, after carefully weighing all the pros and all the cons, the delegates decided unanimously that the Marshall Plan merits the unequivocal support of every loyal American. This is what the convention said:

"It is to the self-interest of every

American worker that the rehabilitation of wartorn western Europe be successfully accomplished."

Self-interest! Enlightened self-interest, if you will, but self-interest nonetheless—that is the basic reason for helping these countries of Europe to recover economically. It is far better, far wiser, in our judgment, to make moderate sacrifices today in order to avoid being compelled to make sacrifices a thousand times as great tomorrow. That is just plain common sense.

The people of our nation spent 400 billion dollars in order to win the recent war and avoid becoming Hitler's and Tojo's slaves. After spending 400 billion dollars for that purpose, would it not be utterly stupid to throw away the victory because we refused to spend 4 per cent more?

Mr. Stalin, the Russian Hitler, and all his agents and henchmen, are trying to move heaven and earth to block the Marshall Plan. There is no mystery about their motives. They know that if France and Italy and the other non-Communist countries fail to receive assistance, they will fall into the Russian basket.

Nothing helps the Communist cause more effectively than hunger and misery and economic chaos. Until aid from America comes in to turn the tide, Stalin's fifth columnists in these nations will continue to have things the way they like them.

If we do nothing, if we make the tragic choice of saving some money and letting western Europe work out its own salvation unaided by America, it is but a matter of time—and not a great deal of time at that—before we will find we have a new neighbor on the Atlantic shore.

That neighbor will not be friendly to our way of life, will not have our con-

cept of human freedom, nor will that neighbor believe in our kind of civilization.

If we permit the nations of western Europe to fall, our new neighbor on the Atlantic will be Stalin's brutal, Fascist dictatorship. Stalin will then be master of all Europe. The Communist philosophy would then be dominant in the world and we, here in America, would find ourselves in a most uncomfortable position.

America would then be confronted with the choice of letting Stalin enslave us, too, or else refusing to bow and being forced to defend ourselves. In other words, the ultimate price of a refusal to put the Marshall Plan into effect is war—a war in which America would be practically alone.

To win the peace, to avert a more terrible war than the one so recently ended, we of labor are giving our wholehearted backing to the Marshall Plan.

We know that every American is interested in seeing to it that our country is not again forced to wage a desperate defensive war.

All of us want peace. The thought of another war, a war that would destroy humanity, is intolerable. However, wishing for lasting peace is not sufficient to accomplish it. War will not be escaped by dawdling or hiding our heads in the sand. War can only be escaped by taking intelligent preventive action—by taking such action while there is yet time.

The events in France and Italy during recent weeks show us how short time is. The Communists are deadly serious. Their aim is to capture western Europe for Moscow.

Some Americans say, "Why not let these countries go Communist? In that way the people will soon enough find out that the Communists have nothing bene-

ficial to offer and will turn them out of office."

But these people disregard the record, which shows that once the Communists get into power in another nation, there is no way short of war or violent revolt to break their iron grip.

If the Communists are allowed to gain control in western Europe, they will not be moved out of control very easily. Communists are not averse to using democratic institutions in order to seize power, but once they have come to power, they see to it that their will prevails regardless of the preferences of the majority who oppose them. That is what dictatorship means. Dictatorship, whether Fascist or Communist, laughs at its slaves. Their desires mean nothing.

The Marshall Plan will cost us approximately four billion dollars a year for four years. At its peak, the late war cost us a quarter of a billion dollars each day. Thus, the annual cost of the Marshall Plan—the cost of protecting our hard-won victory—will be no more than what we willingly spent in just 16 days of war.

The recent American Federation of Labor convention stated the issue simply and, I believe, very aptly. This is what the convention, in a unanimous action, said:

"The cost to the American people . . . will be small as compared to the alternative of an unaided Europe falling under totalitarian domination, with the ultimate possibility of war."

America must act quickly. The emphasis must be on speed. Stalin doesn't want us to approve the Marshall Plan. The Russian dictator is not our friend. It would be criminal stupidity to heed his counsel.

The Marshall Plan, if promptly put into effect, can possibly keep western Europe free, and stop the forward surge

of totalitarian slavery. In the long run, it may save us hundreds of billions in dollars and, in addition, the lives of thousands of Americans.

For all these reasons, the working

people of America hope that partisanship will be forgotten by the members of Congress and that they will act quickly and favorably on this most vital question.

Taft Reverses Wagner Philosophy

New Law Weakens Collective Bargaining Process

THE primary objection to the Taft-Hartley Act, not only from the point of view of organized labor or of the individual working man, but from the point of view of anyone who genuinely has the interests of the public at heart, is that the law will inevitably operate, if it does not deliberately seek, greatly to weaken the trade union movement and to impair the processes of collective bargaining with adverse repercussions upon the national economy.

This is not said to avoid all restrictions against admitted abuses on the ground that any restriction weakens labor.

The Taft-Hartley Act goes far beyond the correction of abuses. It is a complete reversal of national labor policy and is objectionable in principle and for a much more fundamental reason than that it seeks to, and incidentally does, "regulate unions."

To understand the fundamental objections to the Taft-Hartley Act it is necessary first to understand the policy and philosophy underlying the original Wagner Act.

Under that Act it was declared to be the national policy to rely primarily on free collective bargaining rather than governmental dictation both to settle labor-management difficulties and to maintain a high level of purchasing power.

That policy was a sound one consistent not only with the private enterprise

system in a free society as envisaged by the founders of this republic, but also consistent with the now universally accepted principle that the maintenance of a wage level sufficiently high to enable the consuming public to purchase the products of our extremely productive capitalist system is indispensable to the successful functioning of that system.

But obviously, free and effective collective bargaining between workers and management could not exist without an equality of bargaining power between the parties, with a corresponding duty to bargain in good faith — conditions which did not exist, at least in the mass production industries, prior to 1935.

Accordingly, the framers of the original Wagner Act sought to encourage the formation of a strong trade union movement by preventing employers from discouraging unionization.

In addition, a duty was imposed upon employers to bargain in good faith once organization of a majority of employees in a particular bargaining unit had been achieved.

Thus, the Wagner Act, as originally conceived, was necessarily one-sided in the sense that it contained restrictions against employers only.

Obviously, employers, and particularly employers in the mass production industries, with their semi-monopoly status and vast resources, needed no safeguards to maintain their bargaining

power on the one hand, and on the other hand were almost universally guilty of interfering with the organizational rights of their individual employees who could not hope to negotiate on their own.

The Taft-Hartley Act reverses the entire philosophy of the Wagner Act not only by impairing the bargaining power of employees through weakening their labor organizations, but also by impairing the bargaining process itself. It does so through the following specific provisions:

Under the restrictions in Section 303(a) and Section S(b)(4)(A), prohibiting strikes to require an employer to cease handling the goods of or doing business with any other person, the entire principle of mutual aid and assistance, so basic to the trade union movement, is denied.

While the section is claimed to repress jurisdictional disputes and so-called "secondary boycotts," in reality it goes far beyond that and not only prevents organized employees in the same industry from utilizing the help of other organized employees in that industry, but requires organized employees to contribute to the destruction of their own working standards by obliging them to work upon materials or goods produced under non-union conditions.

Thus, the Act will go far towards restoring the intolerable evil of the sweatshop and all the disastrous economic consequences that the sweatshop implies.

That is so because in many industries it is impractical or impossible to establish decent work standards save by peaceful economic pressure brought to bear on the customers or suppliers of unfair employers who, as customers or suppliers, are lending aid and are thus not exactly neutral.

The operation of a substandard plant

means that the fair and humane employer, anxious to maintain decent work standards and adequate mass consuming power, must, out of pressure of competition, either be forced out of business or abandon his fair and humane practices.

It means the decimation of one of the most constructive contributions made by organized labor to American progress and the American way of life—namely, the elimination of competitive advantages based solely on the exploitation of human beings.

The provisions of Section 8(a)(3), prohibiting the closed shop and permitting a limited union shop under certain narrow conditions, go far towards removing the union-security concept on which labor has principally relied for the maintenance of union conditions.

Our entire industrial history conclusively demonstrates that the preservation of existing organization and the elimination of cut-throat wage competition have been achieved primarily through use of the union shop agreement.

Under the union shop alone can employees be guaranteed an equality of bargaining power, and under that principle alone can union members be assured that all who enjoy union wages and working conditions, achieved through many sacrifices and struggles, will share in the costs of such benefits as members of the union rather than as "free riders."

Yet, Congress has deliberately all but destroyed that institution—an institution so prevalent that 80 per cent of all collective agreements contain some form or other of union security clause.

Congress has virtually destroyed this institution by denying the right voluntarily to enter into any closed shop

agreement at all or into a union security agreement, unless certain conditions have been met and by greatly restricting the application of such agreements even after the conditions have been met.

Thus, various reports, statements and affidavits, the latter of which attest to the state of mind in respect to Communism of persons far removed from the employees at a particular plant or the union which represents them, must first be filed.

The union must represent a majority of all employees covered by the contract, and finally, a vote must be taken in which the majority of all those in the unit (not just a majority of those voting, as is common in political elections) must request the union shop.

Even then the employer is not required to grant the union shop, but need only listen to arguments in favor of it without the necessity for making any concession whatsoever. If he finally does agree to a union shop, he need not comply with it if he reasonably believes membership was not available to all persons on the same basis, and if he reasonably believes that a person whose discharge was requested was expelled for reasons other than non-payment of dues or initiation fees.

Therefore several of the principal functions of the union shop, namely, to police an agreement by expelling persons violating the agreements, and the elimination of labor spies and saboteurs by causing their expulsion and discharge, have been eliminated.

The union shop henceforth can be used principally only as a means of collecting dues. Finally, even after it has been granted, the union shop can be eliminated upon petition and vote of a majority of the employees voting, even though it takes a majority of the em-

ployees covered by the contract to enter into the agreement to begin with.

Under the provisions for the prevention of unfair practices set forth in Section 10 (j) and (k), whereunder the board can, and in some instances must, go into the federal courts to seek immediate temporary injunctions for violations under Section 8(b), defining union unfair labor practices, the era of "government by injunction" has been revived.

Prior to 1932, when there were no restrictions on the issuing of injunctions in labor disputes, abuses of the injunctive process, both by private employers and the federal government, had become so outrageous as to compel a Republican Congress to pass the Norris-LaGuardia Act, drastically limiting the jurisdiction of the federal courts to issue injunctions.

Under the Taft-Hartley Act, not only is that era revived, but the government is obliged to secure injunctions on behalf of employers where a violation of the prohibitions against jurisdictional strikes and boycotts discussed above are alleged.

Among the other unfair practices a union can be enjoined from engaging in are such broadly defined acts as restraining employees in the exercise of their right not to join the union and causing an employer to pay money for services which are not performed or to be performed.

Under the former, it is possible that many ordinary organizational activities may be restrained, and under the latter it is at least arguable that there will be included restrictions against requesting paid vacations, distribution of work load, change in manning requirements, and requests for call-in pay.

An additional revival of the injunctive method of dealing with labor dis-

putes is set forth in Section 208, authorizing the attorney general to issue injunctions in any so-called emergency strikes.

What is or is not an emergency strike is very much open to question, and it is entirely possible that strikes which have no real effect on the national well-being will be termed "emergency" situations and injunctions will be obtained.

However, be that as it may, it is certain that the action of Congress in again throwing open the doors of the courts to wholesale injunctions will serve to weaken union activity.

The effectiveness of any union action often depends upon the timing of the action, and thus, if temporary injunctions are obtained, it does the union no good to have it subsequently determined by the board or court that the original injunction was wrongfully issued.

Under the various provisions of Sec-

tion 8, the protections against employer unfair labor practices are considerably whittled down.

This will, of course, operate to impair the formation and functioning of labor unions. The protections against interference and discrimination through discharge or demotion are weakened by not permitting the board to consider employer anti-union statements (unless involving actual threats) as background evidence, so that it will now be more difficult to prove anti-union bias.

Furthermore, it may be that the employer will be excused from a discriminatory discharge if he can show there was a cause for the discharge other than union membership.

Finally, the requirements in respect to bargaining in good faith are diluted by a new definition of "collective bargaining" which does not require either party to make a concession.

Organized Labor is Bulwark Against Fascism

The people of this nation should awaken lest Fascism be imposed upon them within a very short period of time. Monopoly has grown apace with mechanized industry; and Fascism is created out of the monopoly stage of capitalism. Fascism in Germany was established by the German Federation of Industries, a powerful industrial group similar to the National Association of Manufacturers in this country. The first step was to split organized labor and then to entirely destroy workers' unions.

Is it any wonder, therefore, that the workers of our nation believe that monopoly and other labor-hating groups in the nation are spearheading most of

the present anti-labor legislation in order that they might gain full economic domination of this country?

The great English statesman, Gladstone, said, "Trade unionism is the bulwark of democracy." The workers of our nation feel that industrial monopoly is the forerunner of Fascism.

If organized labor is made impotent through legislation, then democracy will be covered by a tombstone.

The fight against all the present anti-labor legislation must continue if democracy is to live. Very definitely, the choice is between labor unions or Fascism. Which do you prefer? — *The Butcher Workman*.

The New England Labor Councillor is a breezy, informative paper which recently made its bow to the nation's labor press. It has the backing of the Teamsters of the North Atlantic states and is edited under the watchful eye of International Organizer Nicholas P. Morrissey. It proved a valuable weapon of defense in the strike of Local No. 25 of Boston by presenting issues clearly to organized labor.

Britain Taking Over All Transport

Nationalization of Railways to be Followed in Trucking

By GORDON SCHAFFER
British Information Services

NATIONALIZATION of Britain's railways—as the first stage in the integration of the whole transport system—has focused attention on the part trade unionism will play in relation between the railway workers and management.

Three trade unions organize British railway men. The biggest is the National Union of Railwaymen, with over 400,000 men and nearly 40,000 women in its membership.

The Associated Society of Locomotive Engineers and Firemen has 71,000 men, most of them on the footplate, while the Railway Clerks Association has organized 70,000 men and 17,000 women.

All three unions have put the demand for nationalization in the forefront of their program for something like 30 years. Now that this end has been achieved, they are pledging themselves to make public ownership a success. They say that what the miners have done in the pits the railway men intend to achieve in their own industry.

Nationalization of transport under the Act of Parliament passed in 1947 involves not only the railways, but street car and bus services, commercial road transport (except for short distance operations), canals, locomotive and car manufacture, docks and harbors, and the steamships and hotels formerly owned by the railway companies.

The process of taking them over is being carried out in stages. On January 1 the railways and canals and the Lon-

don transport network, formerly in the hands of the London Transport Board, became national property. The rest will be taken over as administrative machinery is created.

To the general public there will be little to show the new ownership of the transport system, except that as locomotives and cars come back to the repair shop or are brought into operation from the factories, the name "British Railways" will replace those of the various railway companies.

In the long run, however, it is hoped that the nationalized industry will lend itself to much greater coordination than has been possible in the past.

In recent years, it is true, the railway companies have replaced wasteful competition with machinery for joint working, but much remains to be done. Britain's network of canals, for example, can play a much bigger part in the national economy.

When the long-distance trucks become state property, road and rail freight transport will be more closely integrated. The enormous task of providing capital re-equipment for transport services which have inevitably been subject to deterioration since war broke out, will become one of the tasks of a planned national recovery.

As far as the staffs are concerned, existing trade union agreements will be taken over by the Transport Commission, which heads the nationalized industry, but the unions expect to enter into negotiations shortly with a view to

securing certain improvements in conditions.

The machinery of trade union negotiations in the British railway industry has for many years been one of the most advanced in the country, and a national tribunal has been responsible for the settlement of disputes not settled between the railway companies and the unions. This body, or a modified form of it, is expected to continue.

The form of administration of nationalized transport breaks new ground. The Transport Commission has been given the task of formulating general questions of policy while day-by-day work of administration has been put in the hands of a series of executive bodies.

Thus there is an executive organization for the railways, backed by six regional organizations, and a separate executive organization for London's transport services. At a later stage, executives will be appointed for other undertakings as they are handed over to the Transport Commission.

All these bodies have been recruited from personnel drawn from the former heads of the industry, from the unions and from people with special qualifications.

Sir Cyril Hurcombe, who was formerly a secretary at the Ministry of Transport, becomes chairman of the Transport Commission, while the other members are Lord Ashfield, who did more than any other man to pioneer London's bus and underground services; Sir William Valentine Wood, the former president of the London, Midland and Scottish Railways; John Benstead, the former secretary of the National Union of Railwaymen, and Lord Rusholme, who, until his new appointment, was a leading figure in the British cooperative movement.

The railway commission and regional

officers also include men with experience either in railway administration or in railway trade union organization.

W. P. Allen, for example, former secretary of the locomotive men's trade union, has been put in charge of staff and labor negotiations for the Railway Commission, while the chairman is Sir Eustace Missender, the former general manager of the Southern Railway, who started work as a junior clerk at Bokesbourne, near Canterbury, where his father was station master.

The experience of the Coal Board has shown that former employers and trade union leaders can work together amicably in the common task of building up a nationalized industry.

Lord Citrine, who went to the Coal Board from his position as secretary of the Trades Union Congress and who has now been appointed to the body which will run nationalized electricity, played a big part in overcoming the initial difficulties of the publicly-owned mines.

Ebby Edwards, former secretary of the Mine Workers, is one of the most valuable members of the Coal Board. Sir Joseph Hallsworth, who was secretary of the Distributive Workers' Trade Union, and a leader for many years of the workers' delegation of the International Labor Organization, replaced Lord Citrine on the Coal Board and is busily at work on the improvement of welfare conditions in the coal fields.

E. W. Bussey resigned his post as general secretary of the Electrical Trades Union to become a member of the British Electricity Authority, the body that will run nationalized electricity.

Two problems for the British trade union movement arise from these developments. Firstly, the loss of skilled trade union leaders cannot help but be felt and the movement will have to face

in the future the necessity to train officials not only capable of waging the fight for better conditions, but also of playing their part in running industry.

Secondly, a new technique of relations between publicly-owned industries and the trade unions must be worked out. The interests of employers and workers are no longer divergent, yet the British unions still have a duty to secure

the best possible standards for the men who work in state enterprises.

The Union of Post Office Workers has shown over many years that such a relationship is possible and is consistent with a sustained effort to better conditions. Britain's miners and transport workers and in the near future the electricity and gas workers, face similar tasks.

Congressional Committee Favors Monopolies

When Congressman Walter C. Ploeser was named chairman of the important House Small Business Subcommittee we predicted that future probes by this committee would ignore the giant monopolies which have rapidly been putting small and medium-sized industry out of business, and instead do a hatchet job upon the competitors of these monopolies that are inimical to all free enterprise.

Thus far, Ploeser and his committee have exceeded our direst expectations in investigation of that arch foe of private enterprise (?), the cooperative movement, particularly of the grocery store located in a public housing project at Greenbriar, Md., which Ploeser blew up into a government-backed monopoly

personally blessed by Eleanor Roosevelt.

We hope that the voters who sent Ploeser back to Congress are "proud" of their Don Quixote who sees Reds behind every cooperative windmill, but who is blissfully unaware of the rampant ramifications of the giant combinations of capital in steel, oil, chemicals, foods, machinery, textiles, newsprint, building materials, aluminum, automotive equipment, and the like, which brought about the greatest price inflation in our history, with the worst yet to come.

Ploeser and his reactionary colleagues have done everything possible to compound the living costs of the American people.—*St. Louis Labor Tribune*.

Less Food and Wages is Stassen's Program

Former Gov. Harold E. Stassen of Minnesota professes hard feelings toward Senator Taft of Ohio because of the senator's reactionary program.

Taft said the solution for high prices was to eat less.

Stassen was greatly shocked, probably because Taft said it before he did.

Stassen now goes Taft one better. He says that the consumption of food should be cut 20 per cent and wages "leveled off."

Maybe Stassen hasn't discovered it,

but wages have been "leveled off" by rising prices month after month. And working families, because of that, have been steadily reducing their consumption of food. A family whose income is going down steadily has no alternative but to reduce its consumption of food.

Stassen also approves the Taft-Hartley Act. Just what is his disagreement with Taft? So far we can discover none, except that Stassen wants to be President, even if he has to run on Taft's platform.

Oklahomans Demand Union Shop

600 Tulsa Teamsters Cast 99 Per Cent Vote for It

SIX HUNDRED members of Local No. 523 of Tulsa recently proved convincingly that they desire to work under the continued protection of the union shop.

These members, employed by 48 companies in the freight forwarding business in Tulsa and vicinity, voted by more than 99 per cent to maintain all union shop provisions in their contracts, according to Business Agent Gordon L. Shryock of Local No. 523.

The election was conducted by the National Labor Relations Board as prescribed by the Taft-Hartley law. All the employees engaged in pick-up and delivery and also clerical workers of the freight lines were eligible to vote.

The NLRB election in Tulsa was the outcome of successful negotiations conducted in the last quarter of 1947 with the freight forwarding operators in the state of Oklahoma, which ended with an agreement for all pick-up and delivery drivers, helpers, dockmen, etc. These agreements are with Local No. 523 of Tulsa, Local No. 886 of Oklahoma City and Local No. 516 of Muskogee.

Mr. Shryock was highly elated over the winning of the union shop election and the outstanding gains in the newly negotiated agreements. He reported that the daily newspapers in Tulsa refrained from publishing one word with reference to the outstanding success of the local union in winning the union shop election.

In commenting on the results, Mr. Shryock remarked that they effectively answered the propaganda that union members do not want the union shop.

"Propaganda is being spread from one end of the country to the other that the Taft-Hartley Act 'rescues' the workers from the union shop," he said. "The results in Tulsa show that the workers demand the security the union shop gives them. They spoke overwhelmingly in a secret ballot conducted under government supervision.

"The reason they want to continue to work under union shop conditions is that they have noted the steady improvement in their wages and working conditions over the years.

"They know they obtained these improvements because of the Teamsters' Union and they are determined that this union shall continue to represent them under the union shop conditions that made the increases possible."

Mr. Shryock also reported a victory in two union shop elections by employees of the American News Company and the Collins-Dietz-Morris Grocery Company. The vote was almost 100 per cent for the union shop in both places.

Local No. 523 has petitioned the NLRB for 25 other union shop elections. Contracts negotiated by the union for the employees voting for the union shop have resulted in another substantial wage increase, Mr. Shryock said.

REPEAL FEDERAL TAX ON COLORED MARGARINE

Even federal legislation cannot remove all the discriminations which deny consumers an unhampered choice between margarine and butter. But repeal of the federal tax on colored margarine would be a long step in the right direction and an encouraging example to the states.—*The Progressive Miner*.

Executive Board Meets in Miami

Minutes of Meeting of General Executive Board Held in the Alcazar Hotel, Miami, Florida, January 31 to February 13, 1948

THE general executive board opened its regular meeting in the Alcazar Hotel, Miami, Florida, on January 31, 1948. The meeting was called to order at 10 a. m. by General President Daniel J. Tobin. All members were present with the exception of Vice-President John P. McLaughlin of San Francisco, who was unable to attend on advice of his physician. A telegram of explanation from Vice-President McLaughlin was read.

President Tobin welcomed the board members. He stated that the International Union and its affiliated unions were managing to get along satisfactorily despite the Talf-Hartley law, but that he was very much disturbed about the immediate future.

President Tobin advised the board that Mr. Denham, counsel for the National Labor Relations Board, had spent two days in Miami appearing before the Building Trades Department of the American Federation of Labor the preceding week; that he had obtained considerable information, a good deal of which would be transmitted by him to the board during its meeting.

Even with the Taft-Hartley law hamstringing labor, there still are certain things which labor unions can do and stay within the law. However, unions must be careful in order not to subject themselves to large damage suits which might ruin the union.

President Tobin reported on the strike in Boston which was at that time going on, but which has since been settled satisfactorily. He advised that the International Union had paid and

guaranteed continued benefits because the organization, through its officers, carried out every provision of the law before going on strike; also because they tried to settle the differences, but were stubbornly opposed by the employers. The matter now is past history and we trust such conditions will never again prevail.

A report was made on the general taxicab situation by Thomas E. Flynn, assistant to the president. Considerable discussion arose on this branch of our trade.

A letter was read from Labor's League for Political Education requesting financial assistance. President Tobin reported in detail the discussions that went on among the members of the AFL Executive Council on this very important matter.

It was decided that definite action be postponed until later on and until we find out more accurately how the situation stands. In the meantime, there is no objection on the part of the general executive board to having our local unions join with other American Federation of Labor unions in getting ready for the campaign. As stated above, the International Union has taken no action at this time.

Brother Flynn made a report on the case of Leo Carter, an organizer in Louisiana, and financial help was voted for his family and the motion was carried unanimously that the entire matter be left in the hands of the executive officers.

In the case of Resolution No. 29 submitted to the convention of the Inter-

national Union by Joint Council No. 25 of Chicago, which convention referred the substance of the resolution to the general executive board, the board acted upon this resolution by referring the subject matter to the executive council of the American Federation of Labor and, of course, as is now known, the convention of the American Federation of Labor promptly put into effect the substance of the resolution, which dealt with the promotion of political action.

Resolution No. 31, submitted by Teamsters Joint Council No. 25, introduced at the Teamsters' convention, was introduced at the convention of the American Federation of Labor as per the request contained in the resolution. This resolution was dealing with the national policy of price reduction.

Resolution No. 34 was introduced at the International Brotherhood of Teamsters' convention by Dairy Employees' Local Union No. 754 of Chicago, requesting that our bookkeeping system in the International and local unions be modernized. This resolution was favorably acted upon by the convention, and the general executive board, since the adjournment of the convention, is endeavoring and has put into effect the spirit of the resolution.

Resolution No. 32, dealing with the Wagner-Murray-Dingell bill, was presented to the convention of the American Federation of Labor.

Resolution No. 40, introduced by the delegates representing Local No. 753 of Chicago, dealing with the Taft-Hartley law, has been turned over to the American Federation of Labor, which is doing everything in its power to repeal it.

Action was taken on Resolution No. 41, submitted by Joint Council No. 25 of Chicago.

Favorable action was also taken on

Resolution No. 44, submitted by representatives of Milk Drivers' Local No. 753 of Chicago, and everything that can be done is being done to create better understanding and better relations with our employers and with the public.

The general executive board favored this resolution establishing a program for public relations to attract national interest to the great job being done by the Teamsters' Union, but believes that we cannot do very much more than we are doing at the present time along this direction and as time goes on we may be able to show more beneficial results.

Resolution No. 45, submitted by Central States Petroleum and Automotive Conference to the International convention, was referred to the general executive board and the board has referred same to a committee which is making a study of the material contained therein.

Resolution No. 57, submitted by the resolutions committee, dealing with our becoming affiliated with the Maritime Trades Department of the American Federation of Labor, has been referred to the general officers for further investigation and consideration. In this direction we must now be very careful of how far we go in joining with other organizations without violating the law.

It was decided by the board that action be deferred until we know exactly where we stand within the laws and the cost of such affiliation and what the duties and requirements would be if we were affiliated with this department. The further thought was expressed, however, that our locals in districts may affiliate with the local branch of the maritime workers to the end that each union engaged in waterfront labor be helpful to the others.

Attorneys J. Albert Woll and A. G. Goldberg answered a question put by

the general president which was: "Have we the right under the Taft-Hartley law to use the columns of our magazine in requesting all those entitled to vote to register and encourage others to register?"

We are assured by our attorneys that this is absolutely within the law. It was further explained to us that we can advise, through our journal or through other literature, our people and our friends that they should vote against the enemies of labor and do everything in their power to elect men to office who would be pledged to vote for the repeal of the Taft-Hartley law.

John O'Rourke of Local No. 282 and Martin Lacey of Local 816 of New York appeared before the board explaining their positions and that of their local unions brought about by a strike.

The board heard both representatives but decided that nothing could be done financially in this case in view of the fact that the organizations between them have almost 10,000 members who are regularly paying their dues and that if the time should come in the future that the organizations are in serious financial trouble the board will give the matter further consideration.

Resolution No. 55, submitted by the committee on resolutions to the International convention in San Francisco, dealing with "organization of the citrus industry in the State of California," was considered by the board and the board will continue to carry out its policy of helping the organization of the citrus industry in the State of California.

The appeal of Earl M. Brown and Charles H. Morse from the decision of the executive board of Local No. 597 of Barre, Vt., suspending each of the accused for 60 days and fining each \$50 was heard. The board confirmed the action of the local union, but modified

the sentence. In other words, the suspension for 60 days was eliminated.

The appeal of James A. McGovern from the decision against him by Local No. 560 of Hoboken, N. J., which suspended him from the privileges of membership for a period of three months, was heard by the board. The appeal was denied and the action of Local No. 560 was confirmed.

Clyde Kalkbrenner appeared in person against the decision of his local union, which decision was sustained by Joint Council No. 48 of Duluth, by which decision he had been expelled from membership. The case was heard carefully by the board and the appeal was sustained on the grounds that the case was not properly before the general executive board.

On a report made as to the conditions of Local No. 76, New Philadelphia, Ohio, it was decided that in the best interest of the membership of that local that a trustee be placed over its affairs and that the trusteeship be continued only until such time as the affairs of the local union could be straightened out so that the membership would obtain the best results. The general president appointed Edward F. Murphy, International representative, as trustee over this local union.

A letter from Eugene C. Pulliam, chairman of the Indiana Christian Committee of the United Jewish Appeal, requesting contribution was read to the board. The board donated \$1,000 to help the persecuted Jewish people in European countries.

The board considered a petition from Walter Bishop for reinstatement to membership in Local No. 600 of St. Louis. The executive board of Local No. 600 and Joint Council No. 13 favored consideration of this case and were anxious to be helpful to this former

member. The board granted the request for reinstatement of Walter Bishop to membership, with the understanding that he shall not be permitted to attend meetings or hold office for a time.

Similar action was taken in the case of William Henson, who was suspended from membership and found guilty of the same actions as Walter Bishop. Henson was permitted reinstatement under certain conditions. Both men are allowed to hold membership, but are on what might be called probation and their actions will be carefully watched.

The board heard the appeal of Paul B. Reynolds from the decision of Local No. 929 of Philadelphia, sustained by Joint Council No. 53, imposing the penalty of suspension. The appeal was denied.

The appeal of Tripoli J. Collaro from the decision of the executive board of Truck Drivers and Helpers Local No. 170 of Worcester, Mass., and from the decision of Joint Council No. 10 has been denied, the action of the local union sustained and the decision of the joint council modified.

A request for the setting up of a national conference of the Brewery and Soft Drink Workers affiliated and chartered by our International Union was granted and steps are now being taken to bring about this conference.

In the case of John E. Tunney, a member of Local No. 119, Winnipeg, Manitoba, Canada, from the decision of the local executive board, the general board postponed action in view of the fact that the party making the appeal had not fully complied with the proceedings of the International Union and that before he had received any decision on his appeal he had availed himself of the courts in Canada, so that, pending the decision in the court case, action on the appeal was postponed.

Mr. Oldenbruck, general secretary of the International Transport Workers' Federation, was introduced to the board by President Tobin. He requested that the Teamsters affiliate with the International Transport Workers.

This matter was referred to President Tobin for further study and investigation and it may be considered at the next meeting of the board after more information on the payment of dues has been obtained.

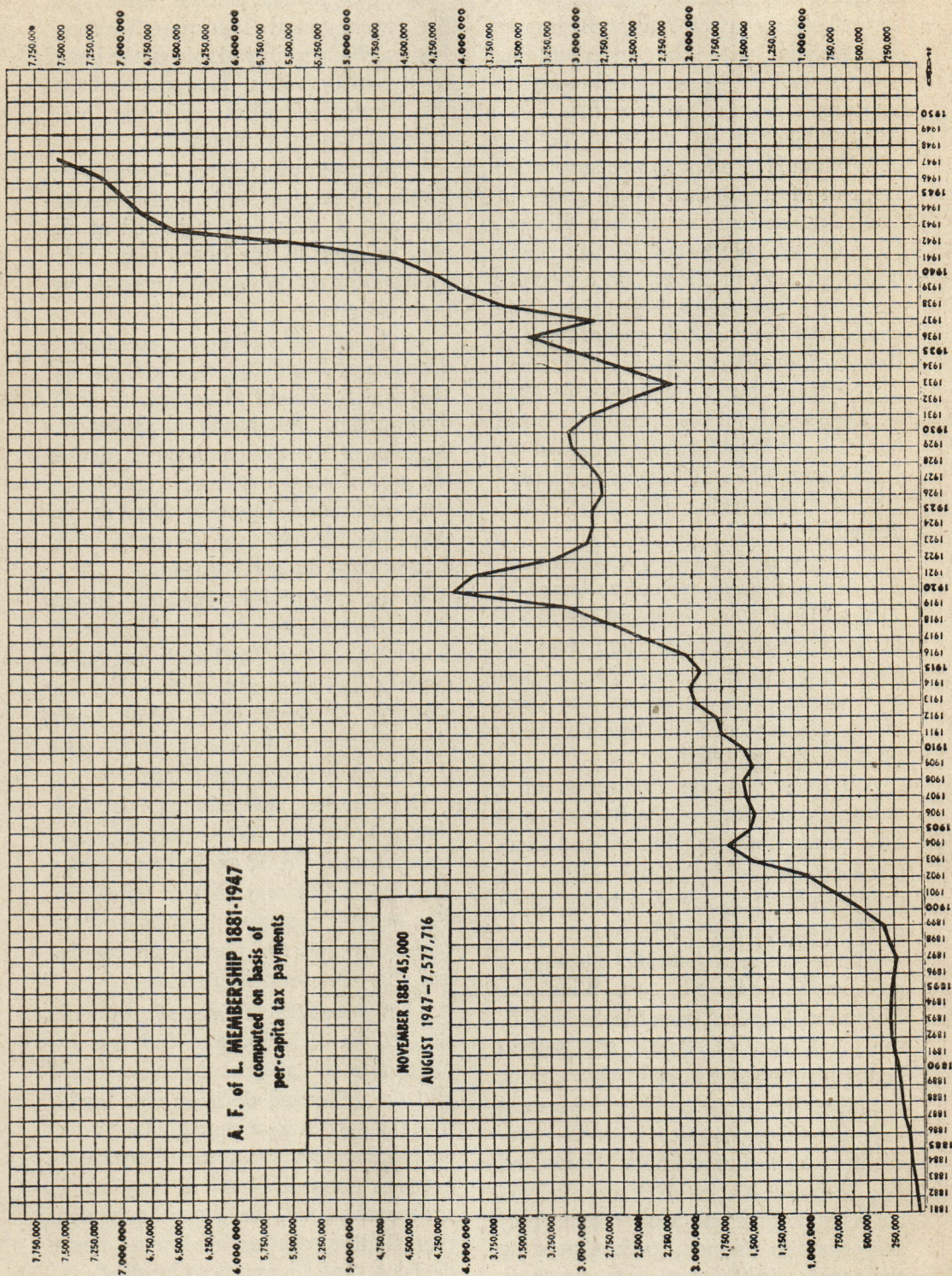
In the appeal of Paul I. Jean from a decision of Local No. 822 of Norfolk, Va., which refused to accept his withdrawal card, the board sustained the decision of the local union and denied the appeal on the grounds that, under our constitution, the local union at any time has the right to refuse a withdrawal card for good reasons.

In the case of John Holland, Joseph Stehle and others, who are members of Local No. 249 of Pittsburgh, the board made a decision and stated that the seniority of those men should begin from the date of their employment with the Pennsylvania Truck Lines.

G. C. Rickert appealed from the decision of Local No. 940 of Galveston and Joint Council No. 58 against the penalty imposed, which was that of expulsion. The general executive board heard the case fully and the appeal was denied and the joint council sustained.

The jurisdictional dispute between Locals No. 185, 560 and 617 was explained to the general executive board and the following decision was made: that the parties in dispute hold a conference and endeavor to settle this question between themselves and if they fail in six months time, the general president then shall appoint an arbitrator, whose decision shall be final and binding.

(To be continued next month)



The Atom Bombers Sputter

EVER since the atom bomb was perfected, a number of people have been impatient to use it. They don't seem to care how slight the provocation or how grave the consequences.

They are like an irresponsible boy with a new air rifle shooting out street lights and windows.

Up to recently, talk of using the atomic bomb has been confined to Russia. By some perverted method of reasoning, the atom bomb is supposed to blow away the clouds of suspicion between the United States and Russia and promote confidence and cooperation.

Last month the recklessness of such talk reached new heights. A former governor of Pennsylvania testified before a congressional committee urging that we drop the atomic bomb on all nations who refused to cooperate with us in our plans for atomic control.

He would have us embark on a world-wide orgy of assault on every nation who disagreed with us.

Such remarks by anyone are dangerous enough, but when the former governor of one of our largest states makes such a proposal and when a congressional committee listens to it, the effect on American prestige throughout the world can be devastating.

In Europe the Russians are accusing us of being imperialists, seeking to impose our rule on the rest of the world.

The testimony of the ex-governor adds weight to the Russian charges and spreads fear and distrust of our intentions.

The former governor of Pennsylvania should have been officially rebuked for his testimony. The world should have been told that his advice was being discarded as mischievous and irrational.

Probably the ex-governor believes that Russia is a threat to our form of government and individual freedom. The only way he sees to meet that threat is by undeclared war—like Pearl Harbor.

If the ex-governor knows anything at all about modern warfare, he must know that another war would destroy our form of government completely. It would also destroy all other forms of government, if not civilization itself.

A tottering world, enfeebled by two world wars in a generation, could not survive a third. The atomic bombs dropped on Japan were firecrackers compared to new weapons since perfected.

Once those agencies of annihilation are released, civilization staggers back into the dark ages.

The security of this country rests on peace. So does that of Russia and every other nation of the world.

Those who would preserve our government and our freedom must preserve peace. If we lose that, we lose everything.

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THE CUTS
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Button, Watch Fob and Cuff Buttons

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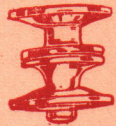


The prices are as follows:

Gold Plated Buttons (Sterling Silver)	\$.50 apiece
14-K Solid Gold Buttons	2.50 apiece
Cuff Buttons	1.00 a pair
Watch Charms	2.00 apiece

All Members should have a copy of the International
Constitution and Laws. . . . Copies, 10 cents each

Order through your Local



All orders should be sent through the Secretary of the Local Union to

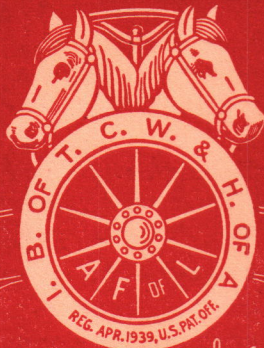
JOHN F. ENGLISH, General Secretary-Treasurer

222 EAST MICHIGAN STREET

INDIANAPOLIS 4, INDIANA

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THIS IS THE PROPERTY OF THE INTERNATIONAL BROTHERHOOD OF TEAMSTERS, CHAUFFEURS, WAREHOUSEMEN AND HELPERS OF AMERICA

This is the standard union service sign officially approved for all branches of the Teamsters' Union. Order them from the general secretary-treasurer. The signs are of metal, 7 by 11 inches in size. They cost 25 cents each.